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City of Kingston
216 Ontario Street
Kingston, Ontario
Canada K7L 2Z3

www.cityofkingston.ca

where history and innovation thrive

2008-01-14

Ontario Heritage Trust
10 Adelaide Street East
Toronto, ON M5C 1J3

ATTENTION: SEAN FRASER, TEAM LEADER, CONSERVATION SERVICES

Dear Sirs:

**RE: UPDATING EXISTING HERITAGE DESIGNATION BY-LAW – 55 ONTARIO STREET
(KINGSTON MARINE MUSEUM)**

Further to my letter to you of December 12, 2007, I would confirm that no objection has been received regarding the amendment to the existing Heritage Designation By-Law. As a result, By-Law 2007-219 has received Third Reading and been passed.

Pursuant to Section 30.1(9) of the Ontario Heritage Act, please find attached a copy of the By-Law for your records. I would also confirm that this By-Law will be registered against the title of the subject property by our Legal Services Department.

If you require any further information, please do not hesitate to contact me.

Yours truly,

Carolyn Downs
City Clerk

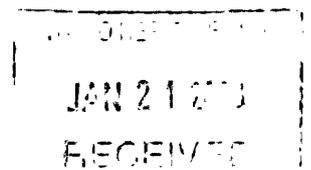
/ki
Enclosure

Cc: L. Thurston, Commissioner, Community Development Services
R. Etherington, Manager, Culture & Heritage Services
M. Letourneau, Heritage Planner
S. Powley, Committee Clerk (LACAC)
H. Linscott, Director, Legal Services

File No. P18

City Clerk's Department
Corporate Services

Phone: (613) 546-4291 ext. 1247 Fax: (613) 546-5232 cdowns@cityofkingston.ca

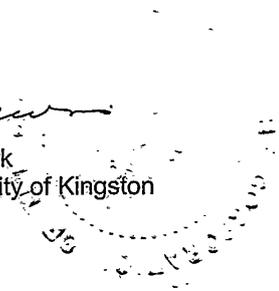




I, Carolyn Downs, hereby certify this to be a true and correct copy of **By-Law No. 2007-219, "A BY-LAW To Amend By-Law No. 84-65, "A By-Law To Designate Certain Properties To Be Of Historic And/Or Architectural Value Of Interest, Pursuant To Section 29 Of The Ontario Heritage Act" (to amend the description for "55 Ontario Street – Kingston Marine Museum" as described in Schedule 'A' to reflect its cultural heritage value) (See Clause (8), Report No. 120)"**, which By-Law was passed by the Council of the Corporation of the City of Kingston on December 4, 2007.

DATED at Kingston, Ontario
this 10th day of January, 2008


Carolyn Downs, City Clerk
The Corporation of the City of Kingston



BY-LAW NO. 2007-219

A BY-LAW TO AMEND BY-LAW NO. 84-65, "A BY-LAW TO DESIGNATE CERTAIN PROPERTIES TO BE OF HISTORIC AND/OR ARCHITECTURAL VALUE OF INTEREST, PURSUANT TO SECTION 29 OF THE ONTARIO HERITAGE ACT" (To Amend The Description For "55 Ontario Street – Kingston Marine Museum" as Described IN Schedule 'A' To Reflect Its Cultural Heritage Value)

PASSED: December 4, 2007

WHEREAS Section 30.1 of the *Ontario Heritage Act* provides for the updating of existing designation by-laws; and

WHEREAS the 'Reasons for Designation' for 55 Ontario Street do not meet current provincial requirements; and

NOW THEREFORE, the Council of The Corporation of the City of Kingston hereby enacts as follows:

1. By-Law No. 84-65 of the Corporation of the City of Kingston entitled "A By-Law To Designate Certain Properties To Be Of Historic And/Or Architectural Value Of Interest, Pursuant To Section 29 Of The Ontario Heritage Act", is hereby amended as follows:

1.1. The description of "55 Ontario Street – Kingston Marine Museum" as described in Schedule 'A' is hereby replaced with the attached description entitled "55 Ontario Street"

2. This By-Law shall come into force and take effect on the date of its passing.

GIVEN FIRST AND SECOND READINGS November 20, 2007

GIVEN THIRD READING AND FINALLY PASSED December 4, 2007


CITY CLERK


MAYOR



Legal Description

Civic Address: 55 Ontario Street
Lot/Concession: PLAN OS PT WATER LOTS 29;TO 31 B32
Property Number: 101101002005800

Description of Property

The 3.52 acre property located at 55 Ontario Street, known also as the Kingston Drydock and the Marine Museum of the Great Lakes, is of cultural heritage value and interest because of its physical/design features, its historical associations, and its contextual values. It has previously been recognized for its cultural heritage value as a National Historic Site and by the Federal Heritage Building Review Office (FHBRO). Its physical/design attributes include the drydock complex. The complex is notable for its original pump house building with its long low gable-roofed rough faced limestone design, its 90 foot tall square limestone chimney, 39 foot ventilator, its regularly spaced windows and door openings with their semi-circular headed arches; the pump house's internal tripartite division, wainscoting, full paneling in the former dynamo room, and the pumps and steam engine which remain *in situ*; the long, low, steel truss 35' 9" by 86' 2" addition built c.1915 with its pressed metal covering; the additional constructions which contribute to the overall understanding of the property as an industrial site, and the drydock with its original limestone section with granite corner quoins, the gate equipment which exists *in situ*, and the subsequent additions. The historical/associative attributes include its representation of the late 19th century public efforts to upgrade the level of services to the St Lawrence River and Great Lakes shipping; its role as a surviving example of the Kingston's industrial past; its reflection of Kingston's shipbuilding tradition; its association with the mobilization of Canadian society during the Second World War; its association with the Mississauga First Nation; its association with the military history of Canada and with the War of 1812; its associations with several persons and businesses of national, provincial, and local significance including Richard Cartwright, Richard Drummond, John Counter, Henry Guildersleeve, Mrs. Thomas Cassidy, John Cartwright, James Fraser, John Strange, Thomas Kirkpatrick, David Smith, John Carruthers, William Powers, Henry Perley, Public Works Canada, and the Marine Museum of the Great Lakes; its association with the first capital of Canada; and its high potential to reveal information about the history of Kingston through terrestrial and marine archaeological resources. The property's contextual attributes include its visual historic and functional relationship to the waterfront and to Ontario Street, and its role as a landmark for the people of Kingston.

Statement of Cultural Heritage Value/Statement of Significance:

The property at 55 Ontario Street, also known as the Kingston Drydock and the Marine Museum of the Great Lakes, is of cultural heritage value and interest because of its physical/design features, its historical associations, and its contextual values. It has previously been recognized for its cultural heritage value as a National Historic Site and by the Federal Heritage Building Review Office (FHBRO).

Physical/Design Values

The property is valued for its physical/design elements. The Kingston Drydock pump house and drydock were built between 1889 and 1892 by Patrick Navin to the design of Henry F Perley, Chief

Engineer in the Department of Public Works. On June 19, 1890, Sir John A Macdonald and Sir Hector Langevin laid the 'first' drydock stone. The site must be understood as a whole complex, particularly the original pump house, gates, drydock and related constructions which operated as a coherent unit. The elements constitute a unique example of drydock construction which retains much of its original material and demonstrates a high degree of technical achievement.

The design of the drydock was determined in part by the design of the Welland Canal. The initial drydock was 79 feet wide at surface grade, 55 feet wide at water line, and 47 feet wide in the bed. It was 280 feet long and 22 feet deep. It was built from limestone with granite corner quoins, and has a settle gate which closed it off from the lake. Much of the gate equipment exists *in situ*. The drydock was enlarged on two separate occasions to hold progressively larger ships.

The pump house is the only building on site contemporary with the construction of the drydock. The long low gable-roofed rough faced limestone structure (103' 6" by 33' 3 1/2"), is marked at its original end by a 90 foot tall square limestone chimney which has a 15 foot square pyramidal base. The stack has a chambered quoin corners and a large corbelled lip. Its style is reminiscent of the Grand Truck Railway buildings of the day. It is divided internally into a tripartite arrangement of space which originally held the dynamo, boiler, and engine. This division was identified on the drawings for the site. The interior of the original structure features wainscoting of 2 1/2 inch V joint panelling, and full paneling in the former dynamo room. The pumps and steam engine remain *in situ*. The building has its original regularly spaced windows and door openings, with their semi-circular headed arches, and a 39 foot ventilator on the roof peak overtop of the original location of the boiler room.

There are further additions to the north of the original structure. The first addition built c.1915 was added by the Kingston Shipbuilding Company to serve as a machine shop and forge. This section is 35' 9" by 86' 2" and is of steel truss construction. It is covered in pressed metal shaped to emulate masonry. It continues the long low design of the original section. A small concrete block building was built in 1918 at the north end of the site as a paint storage building. Designed to be explosion proof, it has been radically altered through the removal of much of the concrete block, the addition of a second storey and it has been recovered in brick. In 1942, a rectangular wooden truss structure 30' by 106' 4" was built connecting the metal and the concrete structures. While of no particular aesthetic pretension, these industrial buildings nonetheless contribute to the overall understand of the property as an industrial site.

Historical/Associative Values

The property has significant historical value that results from its direct association with a number of different themes, persons, activities, organizations, institutions, and groups that are significant not only locally, but also provincially and nationally. It has the potential to reveal information of local, provincial, and national significance in terms of archaeological resources. This property has previously been recognized by the Historic Sites and Monuments Board as well as FHBRO as having national importance. The Historic Sites and Monuments Board designated the drydock as a National Historic Site in 1978. The wording of the plaque is as follows:

Mississauga Point was for over 150 years the site of major shipyards when Kingston was one of the important ports and shipbuilding centres on the Great Lakes. The significance of this industry led the Federal Government to construct this drydock in 1890. Initially operated by the Department of Public Works as a repair facility for lake vessels, it was enlarged and leased in 1910 to the Kingston Shipbuilding Company, the first of a series of private concerns which operated the shipyard until 1968. During the Second World War naval vessels, notably corvettes, were built in this shipyard.

Further, the FHBRO identified parts of the property as 'recognized'; this would exclude the drydock and the original pump house which would be considered as 'classified' due to the National Historic Site designation,

The historic value of the property lies in its representation of an important theme in Canadian history: the late 19th century public efforts to upgrade the level of services to the St Lawrence River and Great Lakes shipping by upgrading facilities to accommodate the largest ships of the time. The property exists as a surviving example of Kingston's industrial past and role in the transshipment industry which existed prior to the construction of the St Lawrence Seaway. It also reflects the shipbuilding tradition that has existed in Kingston since the 1670s with the construction of the *Frontenac* by La Salle. In the late 1780s, the Kingston Naval Dock Yard was constructed on Point Frederick, and Kingston remained a leader for Great Lakes ship construction into the late 19th century.

Between its construction and 1968 when it closed as an industrial site, 55 Ontario Street served as an important industrial site for the City, and remains one of the few surviving waterfront industrial sites.

Further historical value stems from the property's association with the total mobilization of Canadian society and industry during the Second World War when the shipyard built corvettes

The property also has historic value due to its direct association with the Mississauga First Nation. Early maps of Kingston reveal the presence of an "Indian camp" on the site, and in 1840 several first nations' burials were discovered during construction activities.

Furthermore, the property has a direct historical association with the military history of Canada and with the War of 1812. Mississauga Point was designated as a military reserve as early as 1800. In 1812 a small battery with an earth rampart as constructed on the site. In November of 1812, the *Royal George* was chased into Kingston Harbour by the American fleet; the battery was used to protect the harbour and the *Royal George* and had actively engaged the enemy.

The property has historical associations with several persons, businesses, and institutions, of national, provincial, and local significance. Richard Cartwright built two ships, the *Elizabeth* and the *Governor Simcoe* on the site in 1808. Richard Drummond acquired the site in 1828 and built a number of lake ships as well as the first steamer to operate on the Rideau Canal. In 1836 the property was granted to the Marine Railway Company which developed the sites with a marine railway, a saw mill, workshops, a foundry, a row of stone dwellings, a hotel, and extensive wharfage rights. The ownership of the firm consisted of John Counter, Henry Guildersleeve, Mrs. Thomas Cassidy, John Cartwright, James Fraser, John Strange, Thomas Kirkpatrick, and David

Smith. Construction began in 1838 and continued through 1840. The project was ambitious with a considerable wharf, a foundry, and engine house. However, by 1862 the Marine Railway was defunct. The company was sold to John Carruthers in 1863, who continued to build ships on the site until he sold the property in 1872 to William Powers. At this time, Powers started construction on a drydock, but it was never operational according to Public Works engineer Henry Perley. In 1885, Powers quit claim to the property to John Carruthers who had financed him, and Carruthers in turn sold the property back to the Crown at which point it came under the ownership of Public Works. Indeed, the property has an important association with the history of Public Works Canada which operated the drydock from its construction to 1910 when it was leased as a private shipbuilding yard. It was one of only four Dominion drydocks in Canada. The property is currently the location of the Marine Museum of the Great Lakes.

The property also has a direct association with the first capital of Canada. The buildings of the Marine Railway were leased to the first Parliament for use as offices while the capital of Canada was located in Kingston.

Lastly, the property is also of historical value because high potential to reveal information about the history of Kingston through terrestrial and marine archaeological resources.

Contextual Values

The contextual value of the property lies in its visual historic and functional relationship to the waterfront and to Ontario Street. It is a landmark for the people of Kingston.

Character Defining Features/Heritage Attributes

Physical/Design Attributes

- The complex as a whole, particularly the original pump house, gate, drydock and related constructions which operated as a coherent unit.
- The long low gable-roofed rough faced limestone pump house (103' 6" by 33' 3 1/2").
- The original 90 foot tall square limestone chimney, which has a 15 foot square pyramidal base with its chambered quoined corners and a large corbelled lip.
- The internal division of the pump house into a tripartite arrangement of space which originally held the dynamo, boiler, and engine.
- The 39 foot ventilator on the roof peak overtop of the original location of the boiler room.
- The interior of the pump house with its wainscoting of 2 1/2 inch V joint panelling and full paneling in the former dynamo room.
- The pumps and steam engine which remain *in situ*.
- The pump house's original regularly spaced windows and door openings, with their semi-circular headed arches.

- The steel truss 35' 9" by 86' 2" addition built c.1915 with its pressed metal covering designed to emulate masonry and its long low design reflecting the original pump house section.
- The small concrete block building built in 1918 and the 1942 30' by 106' 4" rectangular wooden truss structure which contribute to the overall understanding of the property as an industrial site.
- The drydock with its original limestone section with granite corner quoins, the gate equipment which exists *in situ*, and the subsequent additions.

Historical/Associative Attributes

- The recognition of the property by the Historic Sites and Monuments Board as well as FHBRO as having national importance.
- Its representation of an important theme in Canadian history: the late 19th century public efforts to upgrade the level of services to St Lawrence River and Great Lakes shipping by upgrading facilities to accommodate the largest ships of the time.
- Its role as a surviving example of the Kingston's industrial past and role in the transshipment industry which existed prior to the construction of the St Lawrence Seaway.
- Its reflection the shipbuilding tradition which has existed in Kingston since the 1670s.
- Its association with the total mobilization of Canadian Society and industry during the Second World War when the shipyard built corvettes.
- Its direct association with the Mississauga First Nation.
- Its direct association with the military history of Canada and with the War of 1812.
- Its associations with several persons and businesses of national, provincial, and local significance including Richard Cartwright , Richard Drummond, , John Counter, Henry Guildersleeve, Mrs. Thomas Cassidy, John Cartwright, James Fraser, John Strange, Thomas Kirkpatrick, David Smith, John Carruthers, William Powers, Henry Perley, Public Works Canada, and the Marine Museum of the Great Lakes.
- Its association with the first capital of Canada when the buildings of the Marine Railway were leased to the first Parliament for use as offices.
- Its high potential to reveal information about the history of Kingston through terrestrial and marine archaeological resources.

Contextual Attributes

- Its visual historic and functional relationship to the waterfront and to Ontario Street.
- Its role as a landmark for the people of Kingston.



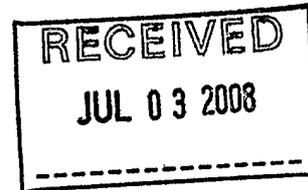
City of Kingston

216 Ontario Street
Kingston, Ontario
Canada K7L 2Z3

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where history and innovation thrive

2008-06-26



Public Works & Government Services Canada
Municipal Grants Division
4900 Yonge Street
North York, ON M2N 6A6

Dear Sirs:

**RE: AMEND DESCRIPTION - HERITAGE DESIGNATION - 55 ONTARIO STREET,
KINGSTON**

Pursuant to Section 29(6) of the Ontario Heritage Act, attached please find a copy of By-Law No. 2007-219, "A By-Law to Amend By-Law No. 84-65, "A By-Law to Designate Certain Properties to be of Historic and/or Architectural Value or Interest, Pursuant to Section 29 of the Ontario Heritage Act" (To Amend the Description for '55 Ontario Street - Kingston Marine Museum' as Described in Schedule 'A' to Reflect Its Cultural Heritage Value)", which By-Law was registered on title on June 17, 2008, as Instrument No. FC58488.

If you require any further information, please do not hesitate to contact Marcus Letourneau, Heritage Planner.

Yours truly,


 Carolyn Downs
City Clerk

/ki

Enclosure

Cc: L. Thurston, Commissioner, Community Development Services
M. Letourneau, Heritage Planner, Culture & Heritage Division (with copy of By-Law)
S. Powley, Committee Clerk (KMHC)
Ontario Heritage Trust (with copy of By-Law)
J. Moran, Records Clerk (By-Laws & Agreements) (with original By-Law)

File No. P18

City Clerk's Department
Corporate Services

Phone: (613) 546-4291 ext. 1247 Fax: (613) 546-5232 cdowns@cityofkingston.ca

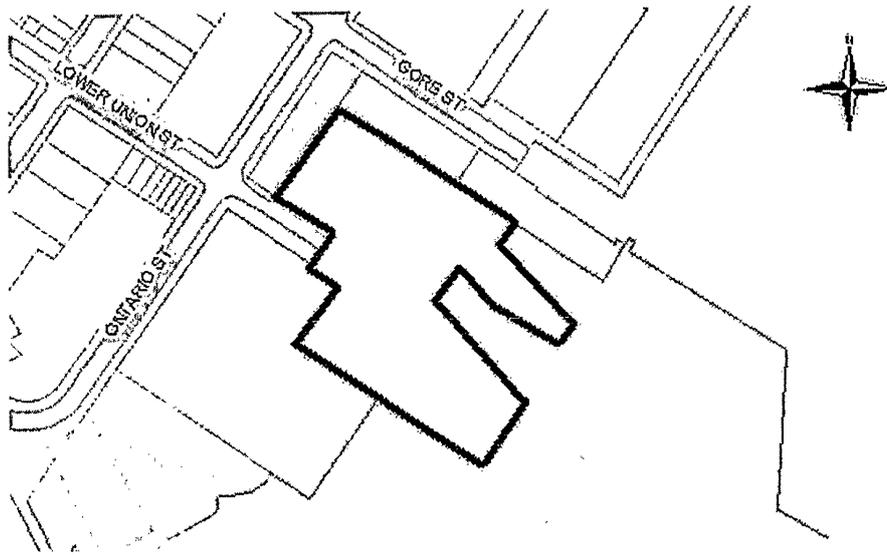


Figure 1: Location of Property



Figure 2: 2004 Ortho Image of Property

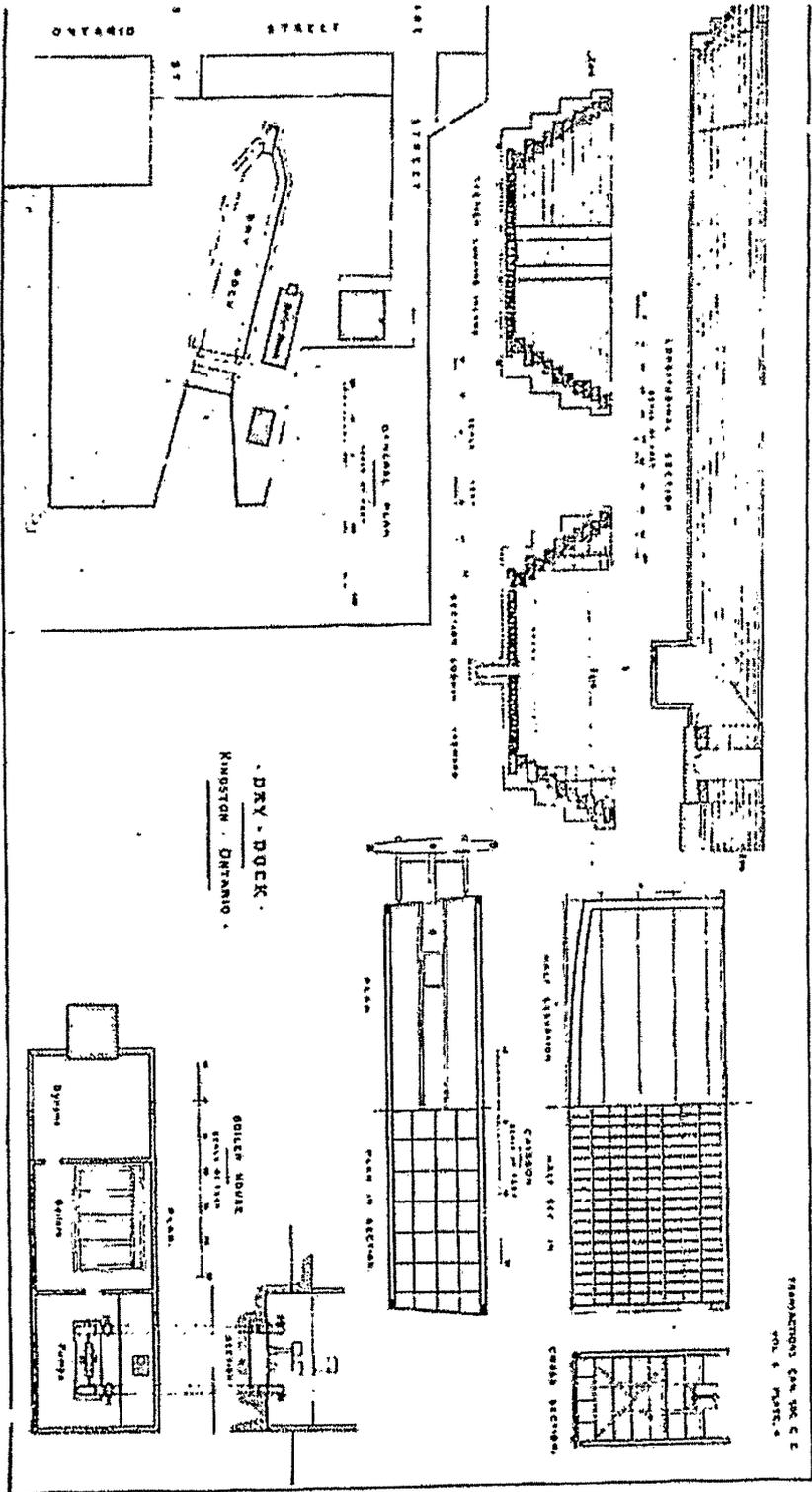


Figure 3: Original drawings for the drydock.



Figure 4: National Historic Sites Plaque (2007)

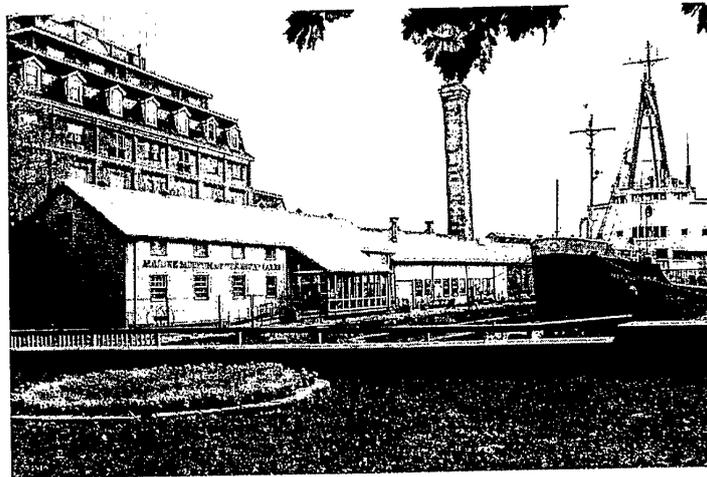


Figure 5: Building Complex (2007)

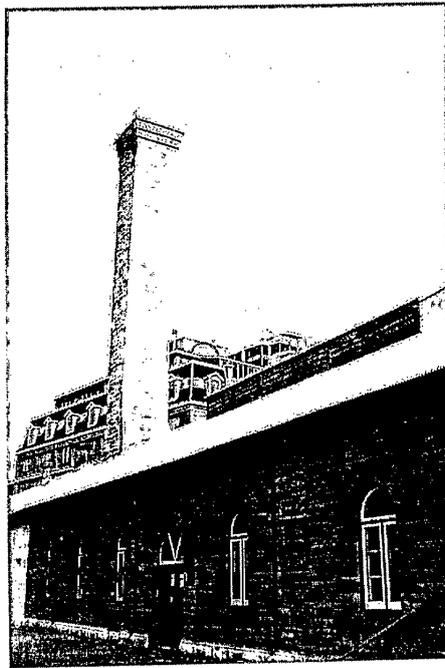


Figure 6: Chimney and original Pump House Building (2007)



Figure 7: Detail of c1915 addition.

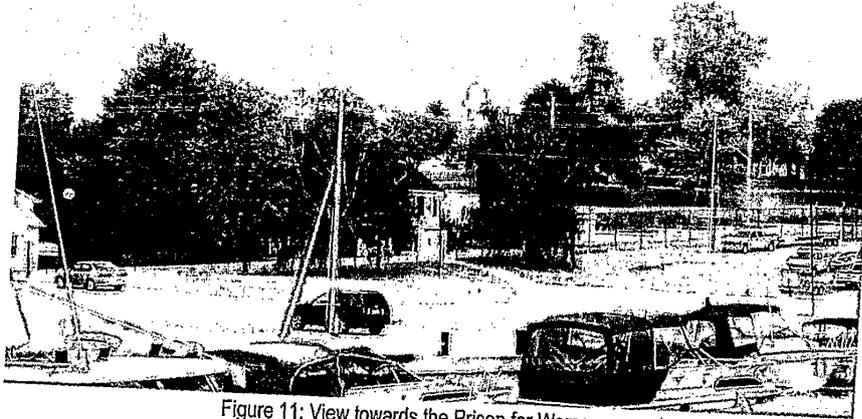


Figure 11: View towards the Prison for Women property

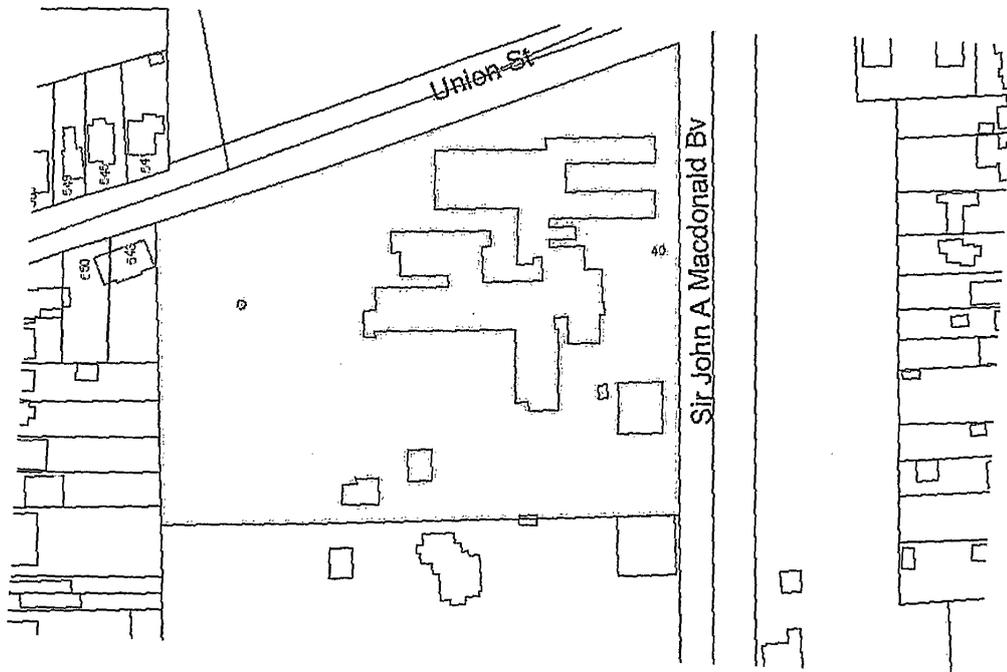


Figure 12: GIS image of 40 Sir John A Macdonald Boulevard property.